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The PRESIDENT said the object of Livingstone, now that he had accomplished this remarkable journey in a small boat, after carrying it up the Shiré alongside the cataracts which had been alluded to, was to convey a small steamer, which the Government had placed at his disposal, by the same route from the Zambesi to the lake, in the hope that it would enable him to put an effectual stoppage to the slave-trade proceeding across these waters from the westward. Hordes of slaves are brought down from the interior, and carried across the lake at certain passages where the lake is narrowest. The most cruel part of the traffic is that when the lakes are passed; the slave-gangs are driven down to the coast, and lodged in the malarious recesses and bights at the mouths of the rivers, until the slave-ships are ready to take them away. In this way hundreds of them perish, as shown by the skeletons which have been found there. With a single small steamer, still better with two, Livingstone contends he could do more to check the slave-trade than by a number of large vessels stationed off the coast; since it is impossible for these to hunt out every little bay into which the slaves are driven. In this way, therefore, at much less eventual expense, Livingstone may be able to carry out this great object which he has at heart.

2. *Letters from CAPTAINS SPEKE and GRANT, of the East African Expedition.*

THESE are dated at various times between February and September, 1861, during which interval the travellers encountered great difficulties, due to two independent causes. The country had been afflicted with drought and famine to an extent which made all traffic exceedingly difficult, and there were native wars on the occasion of a disputed succession to a chieftainship. As a partial consequence of these, the porters who accompanied Captains Speke and Grant were constantly abandoning their service, either fearing the danger or taking advantage of the general lawlessness of the land. The geographical additions to our knowledge are thus far of little importance. The movements of the travellers have been seriously embarrassed; Captain Speke has also suffered, and recovered from, an attack of weakening fever. The latest intelligence was the most favourable: the party were then encamped in s. lat. 3° 26', interpreters had been procured, a sufficiency of porters had been obtained, and Speke and Grant were on the point of advancing towards the Nianza Lake. Robberies and desertions had materially reduced their funds; but Captain Speke's last letter, of September 30, 1861, was written in better spirits. He regrets that, as circumstances have turned out, he did not attempt the northern route to the Nianza by way of Kilimanjaro, instead of following his previous track.

3. *Proceedings of MR. CONSUL PETHERICK, F.R.G.S., on the White Nile.*

MR. PETHERICK's departure from Khartum was delayed so long, that the periodical winds of the White Nile had changed to his